

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

**1:15 p.m., Thursday, October 18, 2007
San Mateo County Transit District Office¹
1250 San Carlos Avenue, Second Floor Auditorium
San Carlos, California**

TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

- | | | |
|--|-------------------|---------------|
| 1. Public comment on items not on the Agenda (presentations are customarily limited to 3 minutes). | Porter/
McAvoy | No materials. |
| 2. Issues from the last C/CAG Board and CMEQ meetings: <ul style="list-style-type: none">• Approved – Funding Agreement with the Bay Area Air Quality Management District for the FY07/08 Transportation Fund for Clean Air Program for up to \$1,078,099; with SamTrans for \$576,000; and with the Alliance for \$412,000• Approved – Memorandum of Agreement for the Bi-County Transportation Study between San Francisco, C/CAG, SamTrans, JPB, SMCTA, Brisbane, and Daly City for \$40,000• Approved – Appointments of Mike Harding, Mark Meadows, and Juda Tolmasoff to the C/CAG BPAC | Hoang | No materials. |
| 3. Approval of the Minutes from August 16, 2007. | Hoang | Page 1 |
| 4. Recommendation for approval of the AB1546 Countywide Traffic Congestion Management Program - ITS Project List (Action) | Hoang | Pages 2-6 |
| 5. Recommendation of the approval of the 2008 State Transportation Improvement Program (STIP) for San Mateo County (Action) | Wong | Pages 7-9 |
| 6. Review and Approval of a Call for Projects for the Fourth Cycle of the Transit Oriented Development Housing (TOD) Incentive Program (Action) | Madalena | Pages 10-13 |
| 7. Update on Traffic Incident Management / Alternate Route Project (Information) | Hoang | Oral Report |
| 8. Recommendation for approval of an amendment to the Kimley-Horn Incident Management – Alternative Route Plan contract in an amount of \$155,300 for development of a PSR for a Smart Corridor project (Action) | Hoang | Pages 14-18 |
| 9. Responses to comments on the Draft 2007 Congestion Management Program (CMP) and recommendation to adopt the Final 2007 CMP for | Hoang | Pages 19-20 |

¹ For public transit access use SamTrans Bus lines 390, 391, 292, KX, PX, RX, or take CalTrain to the San Carlos Station and walk two blocks up San Carlos Avenue. Driving directions: From Route 101 take the Holly Street (west) exit. Two blocks past El Camino Real go left on Walnut. The entrance to the parking lot is at the end of the block on the left, immediately before the ramp that goes under the building. Enter the parking lot by driving between the buildings and making a left into the elevated lot. Follow the signs up to the levels for public parking.

San Mateo County (Action)

- | | | |
|-------------------------------------|--------|-------------|
| 10. Measure A Strategic Plan Update | Hurley | Oral Report |
| 11. Member Reports. | All | |

2007 TAC Roster and Attendance						
Member	Agency	Jan	Feb	May	Jul	Aug
Ian McAvoy (Co-Chair)	SamTrans	yes	yes	yes	yes	yes
Jim Porter (Co-Chair)	San Mateo County Engineering	*	*		yes	yes
April Chan	Peninsula Corridor JPB	yes				
Bob Beyer	San Mateo Planning	*	*	*	*	yes
Duncan Jones	Atherton Engineering	yes	yes	yes	yes	
Gene Gonzalo	CalTrans				yes	yes
Jon Lynch	Redwood City Engineering	yes	yes	yes		yes
Joseph Hurley	SMCTA	yes	yes	yes		yes
K. Folan	MTC					
Larry Patterson	San Mateo City Engineering	yes	yes	yes	yes	yes
Mark Duino	San Mateo County Planning	yes		yes		
Bill Meeker	Burlingame Planning	yes	yes	yes		yes
Mo Sharma	Daly City Engineering	yes	yes	yes	yes	
Parviz Mokhtari	San Carlos Engineering	yes	yes	yes	yes	yes
Randy Breault	Brisbane Engineering	yes		yes	yes	yes
Ray Davis	Belmont Engineering	yes	yes			
Ray Towne	Foster City Engineering	yes	yes	yes	yes	yes
Reza (Ray) M. Razavi	South San Francisco Engineering	yes	yes	yes		yes
Rick Mao	Colma Engineering		yes	yes	yes	yes
Ron Popp	Millbrae Engineering	*	*	*	*	yes
Ruben Nino	Menlo Park Engineering	yes			yes	yes
Sandy Wong	C/CAG CMP	yes	yes	yes	yes	yes
Syed Murtuza	Burlingame Engineering	*	*	*	*	yes
Tatum Mothershead	Daly City Planning	yes	yes	yes	yes	
Van Ocampo	Pacifica Engineering	yes	yes		yes	yes

* = Not applicable

**TECHNICAL ADVISORY COMMITTEE (TAC)
FOR THE
CONGESTION MANAGEMENT PROGRAM (CMP)**

**August 16, 2007
MINUTES**

The one hundred sixty-eighth (168th) meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices, 1250 San Carlos Avenue, San Carlos, Bacciocco Auditorium. Co-chair Porter called the meeting to order at 1:15 p.m. on Thursday, August 16, 2007.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: John Hoang – C/CAG; Richard Napier – C/CAG; Rosalie O’Mahony – C/CAG Board; Jim Bigelow – CMEQ; Pat Dixon - SMCTA CAC

1. Public comment on items not on the agenda.

None.

2. Issues from the last C/CAG and CMEQ meetings.

As shown on the Agenda.

3. Approval of the Minutes from July 19, 2007.

Approved.

4. Follow-up Discussion Regarding the SMCTA Strategic Plan

There were no minutes taken for this discussion. Overall topics of discussion included: performance criteria for the interchange, mainline, and arterial projects, leveraging of funds on a programmatic level, considerations for equity and countywide congestion reduction.

5. Member Reports

None.

Meeting adjourned.

C/CAG AGENDA REPORT

Date: October 18, 2007
To: CMP Technical Advisory Committee (TAC)
From: Richard Napier
Subject: Recommendation for approval of the AB1546 Countywide Traffic Congestion Management Program - Intelligent Transportation System (ITS) project list
(For further information contact John Hoang at 363-4105)

RECOMMENDATION

That the TAC recommends for approval the AB1546 Countywide Traffic Congestion Management Program - ITS project list.

FISCAL IMPACT

\$1.25M of the net revenue collected between July 2005 and December 2008 for the Traffic Congestion Management component of AB1546.

SOURCE OF FUNDS

Funds for these projects are collected from the Vehicle License Fees (VLF) through the AB1546 Program.

BACKGROUND/DISCUSSION

Assembly Bill 1546 (AB1546) imposes an annual fee of up to four dollars (\$4) on motor vehicles registered in San Mateo County to fund traffic congestion management and stormwater pollution prevention programs. The collection of the fees began on July 1, 2005 and terminates on January 1, 2009, unless the program is reauthorized by legislation. Fifty percent of the revenue is allocated to individual jurisdictions within San Mateo County and fifty percent is allocated to C/CAG for Countywide projects (25% for traffic congestion management and 25% for stormwater pollution prevention).

Based on recommendations by the CMP TAC and CMEQ, the C/CAG Board approved the establishment of a program that utilize AB1546 traffic congestion management funds for upgrading traffic signal controllers and traffic detection systems with closed circuit television (CCTV) cameras. In addition to facilitating the management of traffic, the proposed traffic control and monitoring upgrades would also be key infrastructures in the development of an integrated countywide ITS program to improve inter-jurisdictional traffic management.

A call for projects was issued on August 16, 2007, requesting local jurisdictions to submit applications for signal controller upgrade and video detection system upgrade projects. Eleven

jurisdictions submitted applications for 85 individual locations. Sixty-five (65) requests were made for the signal controller upgrades and 20 for video detection system upgrades in a total amount of \$1,406,110. The projects were scored and ranked based on the approved project selection criteria and the top 78 projects from both categories were awarded funds. For the signal controller projects, 62 projects totaling \$744,150 were awarded funds and a total of 16 video detection upgrade projects received \$499,960. Seven projects were not funded. The total proposed funding amount for all projects is \$1,244,150 with the unused amount of \$5,890 to be return to the countywide portion of the AB1546 programs.

The final program recommendation list is as follows:

Jurisdiction	Total Requested	Total Received	No. of Projects
Atherton	85,110	85,110	4
Brisbane	200,000	125,000	5
Burlingame	155,000	155,000	7
Daly City	195,000	195,000	13
Foster City	150,000	150,000	5
Menlo Park	120,000	80,000	2
Pacifica	75,000	60,000	4
Redwood City	96,000	64,000	4
San Carlos	70,000	70,000	10
San Mateo	200,000	200,000	20
San Mateo County	60,000	60,000	4
TOTAL	1,406,110	1,244,110	78

A detailed list including project type, costs, and scores can be found in the attachment.

ATTACHMENT

AB1546 Countywide Traffic Congestion Management - ITS Program: Final Project Ranking

AB1546 – Traffic Congestion Management – ITS Program
FINAL PROJECT RANKING

Jurisdiction	Project Type	Location	Total Points	\$ Request	Running Total
Atherton	Signal Controller	Middlefield Rd/Marsh Rd	18	10,075	10,075
Burlingame	Signal Controller	Broadway/California Dr	18	15,000	25,075
Daly City	Signal Controller	Junipero Serra Bl/Washington St	18	15,000	40,075
Daly City	Signal Controller	Junipero Serra Bl/San Pedro Rd	18	15,000	55,075
Daly City	Signal Controller	Washington St/San Pedro Rd	18	15,000	70,075
Daly City	Signal Controller	Sullivan Av/Eastmoor Av/San Pedro Rd	18	15,000	85,075
San Mateo	Signal Controller	Fashion Isl Bl/Mariners Isl Bl	18	10,000	95,075
Burlingame	Signal Controller	California Dr/Bayswater Av	16	15,000	110,075
Burlingame	Signal Controller	California Dr/Howard Av	16	15,000	125,075
Daly City	Signal Controller	John Daly Bl/BART	16	15,000	140,075
Daly City	Signal Controller	Hickey Bl/Callan Bl	16	15,000	155,075
Daly City	Signal Controller	Sullivan St/Washington St	16	15,000	170,075
Redwood City	Signal Controller	Alameda De Las Pulgas/Edgewood Rd	16	16,000	186,075
San Carlos	Signal Controller	Industrial Rd/Howard Av	16	7,000	193,075
San Carlos	Signal Controller	Brittan Av/Industrial Rd	16	7,000	200,075
San Carlos	Signal Controller	Alameda/San Carlos Av	16	7,000	207,075
San Carlos	Signal Controller	Brittan Av/ Alameda	16	7,000	214,075
San Mateo	Signal Controller	S. Norfolk St/E. 3rd A	16	10,000	224,075
San Mateo	Signal Controller	N. Humboldt St/E. 3rd Av	16	10,000	234,075
San Mateo	Signal Controller	N. Delaware St/Peninsula Av	16	10,000	244,075
San Mateo	Signal Controller	E. Poplar Av/N. San Mateo Dr	16	10,000	254,075
Atherton	Signal Controller	Middlefield Rd/Oak Grove Rd	14	10,075	264,150
Burlingame	Signal Controller	California Dr/Oak Grove Av	14	15,000	279,150
Burlingame	Signal Controller	California Dr/Burlingame Av	14	15,000	294,150
Daly City	Signal Controller	John Daly Bl/DeLong St	14	15,000	309,150
Daly City	Signal Controller	John Daly Bl/Santa Barbara Av	14	15,000	324,150
Daly City	Signal Controller	E. Market St/Hillside Bl	14	15,000	339,150
Daly City	Signal Controller	Sullivan Av/I-280 On-ramp	14	15,000	354,150
Redwood City	Signal Controller	Alameda De Las Pulgas/Whipple Ave	14	16,000	370,150
San Carlos	Signal Controller	San Carlos Av/Elm St	14	7,000	377,150
San Carlos	Signal Controller	San Carlos Av/Cedar St	14	7,000	384,150
San Carlos	Signal Controller	San Carlos Av/Walnut St	14	7,000	391,150
San Carlos	Signal Controller	San Carlos Av/Laurel St	14	7,000	398,150
San Mateo	Signal Controller	S. Humboldt St/E. 4th Av	14	10,000	408,150
San Mateo	Signal Controller	Bermuda Dr/S. Delaware St	14	10,000	418,150
San Mateo	Signal Controller	Creekside Dr/E. 3rd Av	14	10,000	428,150
San Mateo	Signal Controller	Alameda de las Pulgas/W. 20th Av	14	10,000	438,150
San Mateo	Signal Controller	Anchor Rd/E. 3rd St	14	10,000	448,150
San Mateo	Signal Controller	Pacific Bl/42nd Av	14	10,000	458,150
San Mateo	Signal Controller	N. Humboldt St/E. Poplar Av	14	10,000	468,150

**AB1546 Countywide Traffic Congestion Management – ITS Program
FINAL PROJECT RANKING**

Jurisdiction	Project Type	Location	Total Points	\$ Request	Running Total
San Mateo Co	Signal Controller	Alameda De Las Pulgas/Santa Cruz/Campo Be	14	15,000	483,150
San Mateo Co	Signal Controller	87th Av/park Plaza Dr/Nimitz Dr	14	15,000	498,150
San Mateo Co	Signal Controller	87th Av/Washington St/Village Ln	14	15,000	513,150
Daly City	Signal Controller	Hill St/San Pedro Rd	12	15,000	528,150
Daly City	Signal Controller	Hickey Bl/Campus Dr	12	15,000	543,150
Pacifica	Signal Controller	Linda Mar Bl/Adobe Dr	12	15,000	558,150
Pacifica	Signal Controller	Sharp Park Rd/College Dr	12	15,000	573,150
Pacifica	Signal Controller	Linda Mar Bl/Peralta Rd	12	15,000	588,150
Pacifica	Signal Controller	Linda Mar Bl/De Solo Dr	12	15,000	603,150
Redwood City	Signal Controller	Jefferson Av/Hudson St	12	16,000	619,150
Redwood City	Signal Controller	Jefferson Av/Farm Hill Bl	12	16,000	635,150
San Carlos	Signal Controller	San Carlos Av/Club Dr	12	7,000	642,150
San Carlos	Signal Controller	Brittan Av/Laurel St	12	7,000	649,150
San Mateo	Signal Controller	Laurie Meadows Dr/Pacific Bl	12	10,000	659,150
San Mateo	Signal Controller	W. Hillsdale Bl/E. Sailer Dr	12	10,000	669,150
San Mateo	Signal Controller	N. San Mateo Dr/Tilton Av	12	10,000	679,150
San Mateo	Signal Controller	W. Hillsdale Bl/W. Sailer Dr	12	10,000	689,150
San Mateo	Signal Controller	S. B St/9th Av	12	10,000	699,150
San Mateo	Signal Controller	Ciro Av/S. Norfolk St	12	10,000	709,150
San Mateo	Signal Controller	Armada Wy/Mariners Island Bl	12	10,000	719,150
San Mateo	Signal Controller	Mariners Isl Bl/Trader Ln	12	10,000	729,150
San Mateo Co	Signal Controller	Alameda De Las Pulgas/Sharon Rd	8	15,000	744,150
Pacifica	Signal Controller	Linda Mar Bl/Shopping Ctr	6	15,000	not funded
Redwood City	Signal Controller	Farm Hill Blvd/Glennan Dr	6	16,000	not funded
Redwood City	Signal Controller	Marshall St/Middlefield Rd	6	16,000	not funded

AB1546 – Traffic Congestion Management – ITS Program
FINAL PROJECT RANKING

Jurisdiction	Project Type	Location	Total Points	\$ Request	Running Total
Foster City	Video Detection	E. Hillsdale Bl/Edgewater Bl	12	30,000	30,000
Foster City	Video Detection	Foster City Bl/Metro/Triton	12	30,000	60,000
Foster City	Video Detection	E. Hillsdale Bl/Foster City Bl	12	30,000	90,000
Foster City	Video Detection	E. Hillsdale Bl/Shell Bl	12	30,000	120,000
Atherton	Video Detection	Middlefield Rd/Marsh Rd	10	32,480	152,480
Brisbane	Video Detection	Bayshore Bl/Old County Rd	8	25,000	177,480
Brisbane	Video Detection	Bayshore Bl/Valley Dr	8	25,000	202,480
Brisbane	Video Detection	Bayshore Bl/Guadalupe Cyn Pkwy	8	25,000	227,480
Burlingame	Video Detection	California Dr/Bayswater Av	8	40,000	267,480
Burlingame	Video Detection	California Dr/Howard Av	8	40,000	307,480
Foster City	Video Detection	Metro Center Bl/SR92 Off Ramp	8	30,000	337,480
Menlo Park	Video Detection	Marsh Rd/Scott Dr	8	40,000	377,480
Atherton	Video Detection	Middlefield Rd/Oak Grove Rd	6	32,480	409,960
Brisbane	Video Detection	Guadalupe Cyn Pkwy/North Hill Dr	6	25,000	434,960
Brisbane	Video Detection	Guadalupe Cyn Pkwy/Mission Blue Dr	6	25,000	459,960
Menlo Park	Video Detection	Santa Cruz Av/University Dr	6	40,000	499,960
Brisbane	Video Detection	Valley Dr/North Hill Dr	4	25,000	not funded
Menlo Park	Video Detection	Willow Rd/Durham S	4	40,000	not funded
Brisbane	Video Detection	Bayshore Bl/Van Waters&Rogers Rd	2	25,000	not funded
Brisbane	Video Detection	Bayshore Bl/Industrial Wy	2	25,000	not funded

C/CAG AGENDA REPORT

Date: October 18, 2007

To: Technical Advisory Committee (TAC)

From: Sandy Wong

Subject: Recommendation of the approval of the 2008 State Transportation Improvement Program (STIP) for San Mateo County

(For further information or questions contact Sandy Wong at 599-1409)

RECOMMENDATION

That the TAC recommend approval of the 2008 State Transportation Improvement Program (STIP) for San Mateo County and authorize the C/CAG Executive Director to negotiate with the California Transportation Commission (CTC), the Metropolitan Transportation Commission (MTC) and Caltrans to make modifications as needed.

FISCAL IMPACT

None to the direct C/CAG budget.

SOURCE OF FUNDS

The 2008 State Transportation Improvement Program (STIP) fund will come from the State and Federal fund sources.

BACKGROUND/DISCUSSION

C/CAG is the designated agency responsible to develop the regional share of the State Transportation Improvement Program (STIP) for San Mateo County. STIP candidate projects must be consistent with the Regional Transportation Plan as well as the County's Congestion Management Plan. In addition, projects must have an approved Project Study Report (PSR) or PSR Equivalent.

In the current State Fund Estimate, San Mateo County has \$26,571,000 for the Highway Program and \$6,868,000 in the Public Transportation Account Program in the 2008 STIP. These funds are typically made available in the last two years of the 5-year STIP period, i.e., in FY 2011/12 and FY 2012/13.

Upon collaboration with the San Mateo County Transportation Authority staff, the following changes are being proposed in relation to the adopted 2006 STIP:

1. New project – Smart Corridor Segment 1: \$5,000K in FY 2008/09.
2. New project – Smart Corridor Segment 2: \$5,000K in FY 2010/11.

3. New project – US 101 Auxiliary Lanes from Sierra Point to SF County Line: \$1,000 in FY 2008/09 for design and \$3,606K in FY 2009/10 for construction.
4. Willow Rd Interchange Reconstruction – move \$20,046K from FY 2008/09 to FY 2011/12 and escalate it to \$22,550K. Add \$8,000K in FY 2009/10 for design.
5. El Camino Real Signal Coordination (Menlo Park-Millbrae) – move \$5,224K from FY 2008/09 to FY 2009/10 and escalate to \$5,485K.
6. State Route 92 Widening (Curve Correction) – move \$5,629K from FY 2010/11 to FY 2011/12.
7. There will be \$6,868,000 left in the Public Transportation Account un-programmed at this time. Further prioritization process will be needed to determine the best transit project(s) to receive this funding. The un-programmed fund will remain as the San Mateo County share for future STIP cycle.

Upon approval by the C/CAG Board, the Proposed 2008 STIP for San Mateo County will be forwarded to the Metropolitan Transportation Commission (MTC) for inclusion in the Bay Area regional STIP proposal. If approved by the MTC as scheduled in January 2008, the proposal will be forwarded to the California Transportation Commission (CTC) for approval in May 2008.

ATTACHMENT

Proposed 2008 STIP Summary for San Mateo County.

Proposed 2008 STIP FOR SAN MATEO COUNTY

Does Not Include STIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

San Mateo												
					Project Totals by Fiscal Year							
Agency	Rte	PPNO	Project	Total	Prior	06-07	07-08	08-09	09-10	10-11	11-12	12-13
			Prior Commitments (Not Part of RTIP Target)									
Caltrans	101	658B	Aux lanes-SCL Co. line to Marsh Rd	14,221			5,200	9,021				
Caltrans	101	690A	Willow Rd interchange reconstruction	20,046				20,046				
Caltrans	101	669B	SR 92 Slow Vehicle Lane Improvements	7,759						7,759		
Caltrans	101	669B	SR 92 Slow Vehicle Lane Improvements	4,781						4,781		
Caltrans	82	645C	Menlo Park-Millbrae, interconnect signals, phase 1	5,963			739	5,224				
Caltrans	1	632C	SR 1 Calera Parkway - Pacifica	6,900					6,900			
SMCTA	92	225G	SR 92 Widening - Curve Correction	5,629						5,629		
SM C/CAG	VAR	2140E	Countywide ITS Project	1,977						1,977		
MTC		2140	Planning, programming, and monitoring	240			60	60	60	60		
SM C/CAG		2140A	Planning, programming, and monitoring	1,847			467	460	460	460		
JPB			CalTrain South SF Station and Access Improvements	19,203				19,203				
BART			Daly City BART Station Improvements	900			900					
			Total:	89,466			7,366	54,014	7,420	20,666		
2008 STIP (Highway)												
Caltrans	82	645C	Menlo Park-Millbrae, interconnect signals move out 1-yr +5%)	5,485					5,485			
Caltrans	101	690A	Willow Rd interchange reconstruction (move out 3-yr + escalate, add PS&E)	30,550					8,000		22,550	
SMCTA	92	225G	SR 92 Widening - Curve Correction move out 1-year)	5,629							5,629	
Caltrans	101	New	Aux lanes from Sierra Point to SF Co. Line	4,606				1,000	3,606			
SM C/CAG	VAR	New	Smart Corridor Segment 1	5,000				5,000				
SM C/CAG	VAR	New	Smart Corridor Segment 2	5,000						5,000		
MTC		2140	Planning, programming, and monitoring (02S-87)	0								
SM C/CAG		2140A	Planning, programming, and monitoring (02S-87)	1,200							600	600
Total Highway (Non-PTA) Proposed for Programming in 2008 STIP				57,470	0	0	0	6,000	17,091	5,000	28,779	600
New	loc			0								
Total PTA-eligible Proposed for Programming in 08 STIP				0								

C/CAG AGENDA REPORT

Date: October 18, 2007

To: CMP Technical Advisory Committee (TAC)

From: Richard Napier

Subject: REVIEW AND APPROVAL OF A CALL FOR PROJECTS FOR THE FOURTH CYCLE OF THE TRANSIT ORIENTED DEVELOPMENT HOUSING (TOD) INCENTIVE PROGRAM

(For further information or questions contact Richard Napier at 599-1420, or Sandy Wong at 599-1409, or Tom Madalena at 599-1460)

RECOMMENDATION

Review and approval of the call for projects for the fourth cycle of the Transit Oriented Development (TOD) Housing Incentive Program in accordance with the staff recommendation.

FISCAL IMPACT

None to the direct C/CAG budget. Provide up to \$3,000,000 for an incentive to the cities/ County.

SOURCE OF FUNDS

State Transportation Improvement Program (STIP), Federal Congestion Management and Air Quality (CMAQ), and Surface Transportation Program (STP) funds.

BACKGROUND/DISCUSSION

C/CAG Board adopted a Transit Oriented Development Housing Incentive program to promote smart growth and increase the housing stock in San Mateo County. This program provides transportation funds as an incentive for local jurisdictions to build high-density housing (greater than 40 units per acre) within 1/3 of a mile of a BART or CALTRAIN station, or on a frontage parcel of the El Camino Real. For eligible housing projects, C/CAG will make a commitment to program the incentive funds to transportation project(s) identified by the sponsor if the housing is built within two years.

The 4th Cycle TOD program being recommended for approval is similar to the previous cycles except for the following:

1. TOD housing projects on a frontage parcel of the El Camino Real/Mission Street are now eligible in addition to those that are within one-third of a mile to CALTRAIN or BART station. This will help improve the coordination between land-use and transportation along the El Camino Real corridor.

2. In the 3rd Cycle program, a bonus was provided to low-income bedroom units to encourage the production of low-income units. However, the estimation of and the final proof of completion of the low-income units has been proven to be an administrative challenge. Therefore, it is not recommended that bonus be provided to low-income bedroom units.

RESULTS FROM PREVIOUS CYCLES

	Jurisdiction	Projects	Units (Bedrooms)	Incentive Fund
1 st Cycle Committed	4	5	NA (1282)	
1st Cycle Completed	1	1	NA (402)	\$707,000
2 nd Cycle Committed	5	10	1372 (2407)	
2nd Cycle Completed	3	4	1075 (2006)	\$1,484,000
3 rd Cycle Committed	9	14	1306 (2192)	
3rd Cycle Completed*	6	8	828 (1296)	\$1,622,000

* Many of the projects in the 3rd cycle are still under construction at this time.

ATTACHMENT

- Program Guidelines for the 4th Cycle Transit Oriented Development (TOD) Housing Incentive Program

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Program Guidelines for the 4th Cycle Transit Oriented Development (TOD) Housing Incentive Program

GOAL & OBJECTIVE

The goal of the C/CAG Transit Oriented Development (TOD) program is to promote, support, and facilitate high-density residential housing projects near transit services throughout the County in order to improve the coordination between land use and transportation. The C/CAG TOD program provides financial incentives to jurisdictions that build eligible Transit Oriented Development housing projects by rewarding them with funds for transportation projects.

ELIGIBILITY REQUIREMENTS FOR TOD HOUSING INCENTIVE FUNDING

Residential housing projects must meet the following requirements in order to be eligible for funding from the C/CAG Transit Oriented Development (TOD) Incentive Program:

- (1) Transit Oriented Development (TOD) housing projects must be permanent high-density residential housing with a minimum density of 40 units per net acre, located within one-third (1/3) of a mile from a CALTRAIN or BART station or on a frontage parcel of the El Camino Real/Mission Street in San Mateo County.
- (2) A letter from the City Council/Board of Supervisor of the jurisdiction approving the TOD project application for submittal to the C/CAG TOD Incentive Program.
- (3) TOD housing project must not have received an approved building permit from the jurisdiction at the time of application for C/CAG TOD Incentive Program.
- (4) After the C/CAG Board makes a financial incentive commitment to the TOD housing project, if requirements (1) through (3) above are met, the housing project must be completed or under construction within two (2) years from the date of C/CAG Board financial commitment. If the 2-year deadline is not met, the C/CAG financial commitment will become invalid. However, jurisdiction can reapply in a future TOD cycle.

Definition of Completion/ Under Construction

A TOD housing project is considered eligible for incentive if the project is determined to be under construction in accordance with the following requirements. There are physical units visibly completed or partially completed (under construction). As a minimum the project must have received building permits, demonstrate that less visible construction has started (such as fencing, grading, utilities, infrastructure etc.) and that both the developer and the jurisdiction are clearly obligated for completion of the project in a timely manner. Jurisdiction must submit the appropriate supporting documentation. However, the incentive will not be programmed until the housing construction is completed.

INCENTIVE AMOUNT

C/CAG will make financial commitment to TOD housing projects that meet the eligibility requirements in an amount up to \$2,000 per bedroom in incentive funds. The actual amount of incentive funding per bedroom will vary depending on the total number of eligible applications.

Upon completion of the housing project, jurisdiction must provide a copy of the Certificate of Occupancy to C/CAG. The amount of funding equal to the number of bedrooms completed multiplied by the amount per bedroom committed by the C/CAG Board will be provided to the jurisdiction for transportation improvement projects. Most likely, the transportation funds will come from Federal and/or State transportation funding sources and are restricted for the purpose of street enhancement or bicycle/pedestrian facility improvements, i.e., Congestion Management and Air Quality (CMAQ) or Transportation Enhancement (TE) funds.

REQUIREMENTS FOR APPROVAL OF TRANSPORTATION FUNDING

- (1) After the housing project is completed or under construction, but no later than two years from the date of C/CAG Board's approval of the financial commitment, jurisdiction must identify the transportation project(s), in writing to C/CAG. The transportation project(s) must meet the requirements of the relevant Federal and/or State transportation programs.
- (2) Jurisdiction must cooperate with C/CAG staff and follow all appropriate steps in programming and delivery of the transportation project(s) as required by the relevant Federal and/or State transportation programs.

C/CAG AGENDA REPORT

Date: October 18, 2007
To: CMP Technical Advisory Committee (TAC)
From: Richard Napier
Subject: Recommendation for approval of an amendment to the Kimley-Horn Incident Management – Alternate Route Plan contract in an amount of \$155,300 for development of a PSR for a Smart Corridor project

(For further information contact John Hoang at 363-4105)

RECOMMENDATION

That the TAC recommend for approval of an amendment the Kimley-Horn Incident Management – Alternate Route Plan contract in an amount of \$155,300 for development of a PSR for a Smart Corridor project

FISCAL IMPACT

Not to exceed \$155,300.

SOURCE OF FUNDS

Funding for this project was budgeted in the FY 2007/08 Congestion Relief Fund Program.

BACKGROUND/DISCUSSION

The purpose of the Incident Management – Alternative Route Plan project, which began in July 2006, is to address effects of non-recurring traffic congestion caused by major freeway incidents. The current on-going development of the Plan involves establishing pre-planned alternate detour routes, facilitating interagency coordination and communication, and developing traffic control strategies to minimize the congestion and improve safety on local streets.

Kimley-Horn and Associates was contracted in March 2007 to provide technical assistance for the development of the Alternative Route Plan. In association with the development of the Plan, other project tasks included development of an interagency agreement, alternative route infrastructure improvement plan, performance measures, and other tasks. The project is currently on schedule and within budget.

As part of the Proposition 1B (I-Bond), the California Transportation Commission (CTC) and Caltrans is currently finalizing the Traffic Light Synchronization Program (TLSP) Program that will distribute \$100 million statewide (excludes \$150 million allocation to the City of Los Angeles). The TLSP Program is intended to fund traffic light synchronization projects or other technology-based improvements to improve safety, operations and the effective capacity of local

streets and roads. Examples of technology-based improvements includes intelligent transportation system (ITS) related projects such as integrated traffic signals with ramp metering, changeable message signs, traffic control, traveler information or incident management systems that improves mobility in a measurable way. The call for projects for the TLSP Program is expected to be release in early 2008.

It has been determined that selective segments of the San Mateo County Alternate Route Plan project along US 101 and parallel routes could be advanced into a potential Smart Corridor project concept. This Smart Corridor project and project components aligns with the goals of the TLSP Program and would be a strong candidate to submit for the TLSP Program funding opportunity. The proposed project locations are as follows:

No.	Location	Limits	Total Cost (estimated)
A	SFO Vicinity	US 101 from I-380 to N. Airport Blvd.; El Camino Real from I-380 to Poplar Ave	\$10.8M
B	US 101/SR 92 I/C	US 101 from SR 92 to Holly Dr.; El Camino Real from SR 92 to Holly Dr.; SR 92 from El Camino Real to US 101 I/C	\$10.2M
C	US101/SR 84 I/C	US 101 from Airport Blvd to Santa Clara County Line	\$9.M
D*	Woodside Road (SR 84)	Woodside Road (SR 84) between US101 and I-280	tbd

* recommended by Caltrans

In preparation for the TLSP application submittal, a Project Study Report (PSR) and associated documents will need to be completed for the above referenced project. The project will involve preparation of the following documents:

- **Systems Engineering Management Plan (SEMP) Framework** – Top level technical management document that outlines and describes the organization, direction, and control mechanisms for the project to meet the cost, schedule, and performance objectives established in the Concepts of Operations.
- **PSR** – Consistent with Caltrans requirements and will include documentation of background information and conditions, deficiencies, project alternatives, environmental and right-of-way documentation, and design exceptions.
- **Concept of Operations** – Documentation of existing inventory, technical alternatives, systems configuration alternatives, operations and maintenance approach, and planning level estimates of probable cost.
-

The project is anticipated to take approximately 12 weeks to complete (by the end of December 2007).

ATTACHMENT

- Preliminary Project Descriptions for A, B, and C

Project A – SFO Vicinity

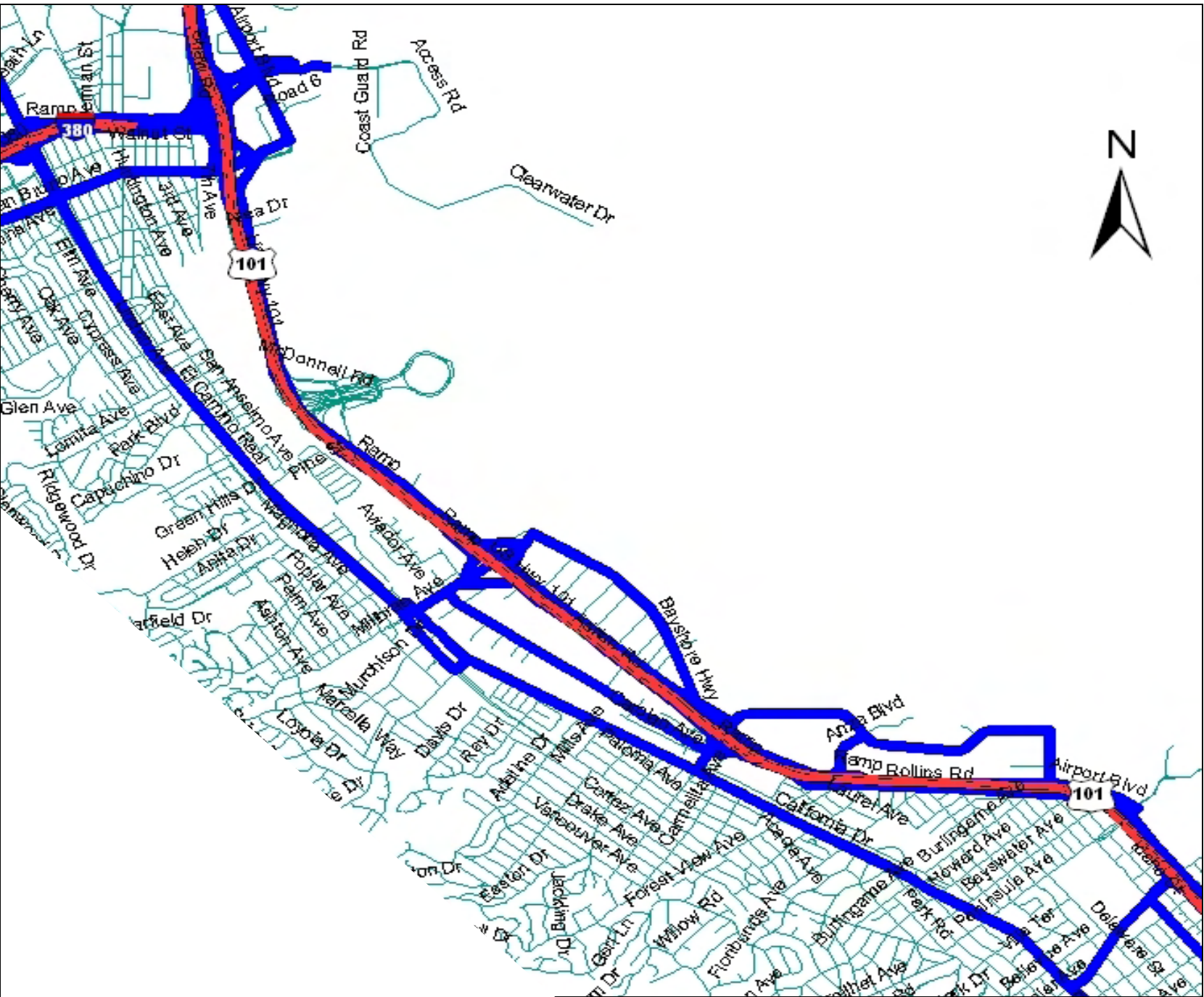
Project Limits (Freeways in red, Alternative routes in Blue):
US 101 from I-380 to north of Airport Blvd.
El Camino Real from I-380 to Poplar Ave

Total Costs

Construction Cost:	\$ 8,550,825
Design Cost (assume 15%):	\$ 1,282,625
Software Development Cost:	\$ 1,000,000
Total Implementation Cost:	\$10,833,450

- ITS Elements to be deployed:
- Trailblazers: 61
 - Ramp Meters: 11
 - Pan-tilt-zoom CCTV Cameras: 9
 - Fixed CCTV Cameras: 14
 - Traffic signal upgrade/coordination: 54
 - Fiber: 12.5 miles
 - Conduit: 11.3 miles

- Benefits:
1. SFO is a regional hub (a high profile destination with heavy volume of traffic) that requires constant available access.
 2. Incidents in project vicinity will have a significant impact on regional traffic (to/from SFO).
 3. El Camino Real is a nearby alternative parallel route to US 101.
 4. Multi-jurisdictional – covers Cities of Millbrae, San Bruno, South San Francisco, Burlingame, and San Mateo.
 5. SFO is an intermodal facility with roadway, BART, and Caltrain access.



Project B – US 101 / SR 92 Interchange

Project Limits (Freeways in red, Alternative routes in Blue):

US 101 from SR 92 to Holly Drive/Redwood Shores Pkwy

El Camino Real from SR 92 to Holly Drive/Redwood Shores Pkwy

SR 92 from El Camino Real to US 101 Interchange

Total Costs

Construction Cost: \$ 7,968,525

Design Cost (assume 15%): \$ 1,195,275

Software Development Cost: \$ 1,000,000

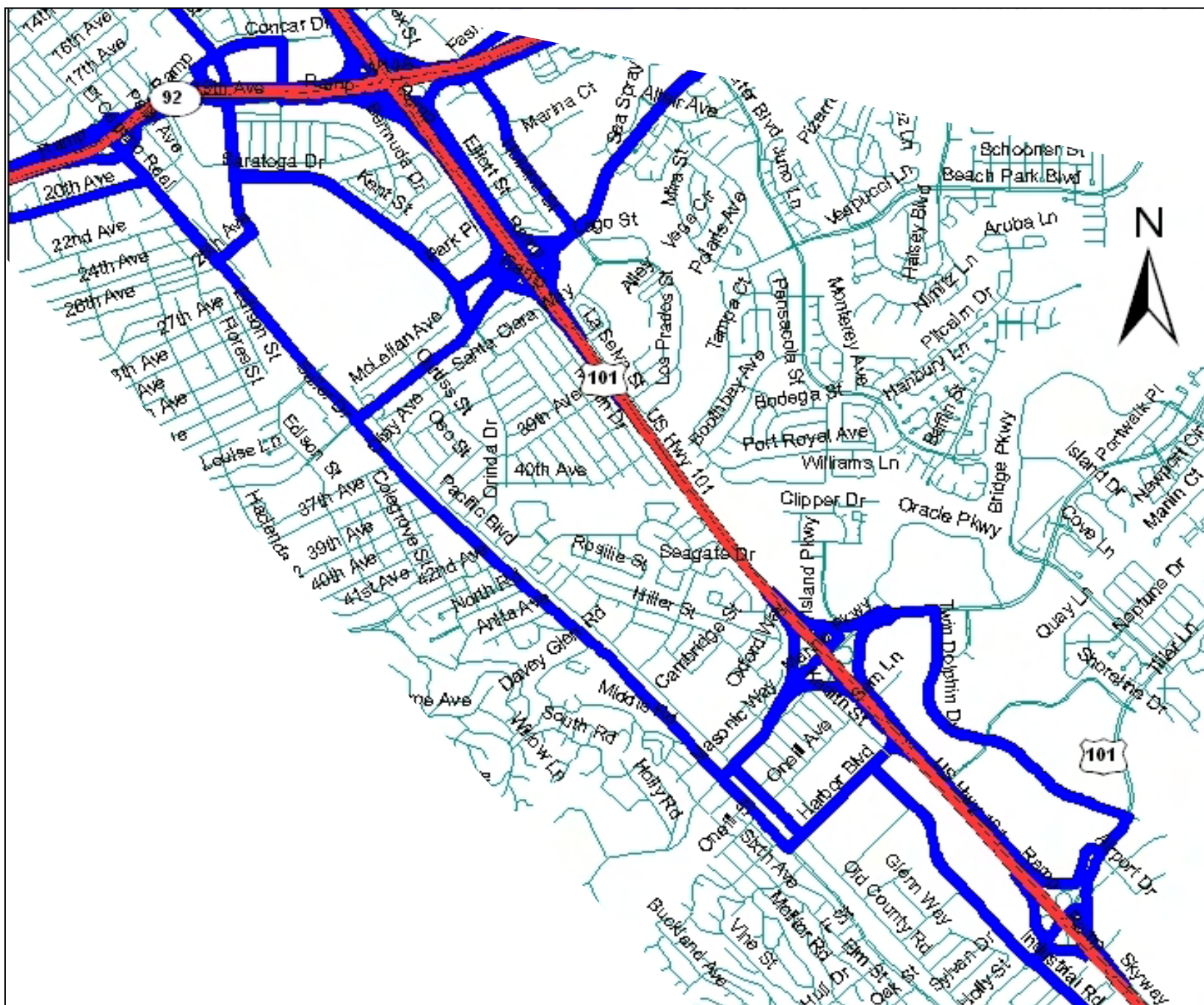
Total Implementation Cost: \$10,163,800

ITS Elements to be deployed:

- Trailblazers: 50
- Ramp Meters: 3
- CCTV: 11
- Fixed Cameras: 29
- Traffic signal upgrade/ coordination: 41
- Fiber: 13.97 miles
- Conduit: 13.16 miles

Benefits:

1. SR 92/US 101 is the most significant regional interchange linking East Bay to Peninsula and San Francisco to San Jose. Incidents within the project area have significant regional impacts.
2. Appears to be an incident-prone area with high incident rates.
3. El Camino Real is a nearby alternative parallel route to US 101.
4. Multi-jurisdictional – covers Belmont, San Mateo, Foster City, San Carlos, Redwood City



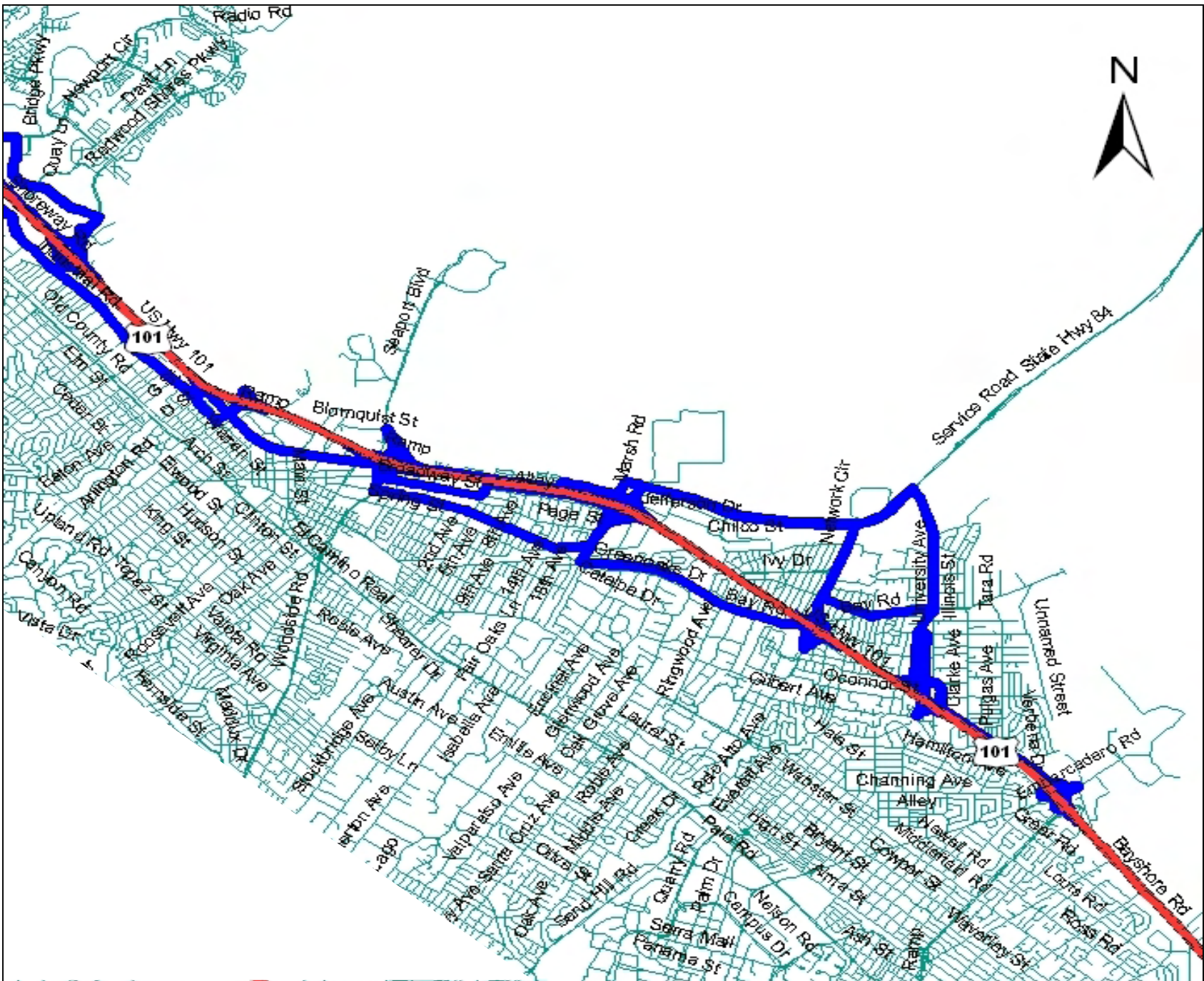
Project C – US 101 / SR 84 Interchange

Project Limits (Freeways in red, Alternative routes in Blue):
US 101 from Airport Boulevard to Santa Clara County Line

<u>Total Costs</u>	
Construction Cost:	\$ 7,597,275
Design Cost (assume 15%):	\$ 1,139,600
Software Development Cost:	\$ 1,000,000
Total Implementation Cost:	\$ 9,736,875

- ITS Elements to be deployed:
- Trailblazers: 54
 - CCTV: 10
 - Fixed Cameras: 36
 - Traffic signals upgrades/ coordination: 57
 - Fiber: 17.13 miles
 - Conduit: 15 miles
 - Caltrans Camera Upgrades: 3

- Benefits:
1. SR 84/US 101 is a significant regional interchange linking East Bay to Peninsula and San Francisco to San Jose. Incidents can have significant regional impacts.
 2. Builds upon nearby ramp metering project.
 3. Multi-jurisdictional – involves Cities of San Carlos, Redwood City, Menlo Park, Atherton, North Fair Oaks (County), East Palo Alto, Santa Clara County.



C/CAG AGENDA REPORT

Date: October 18, 2007

To: CMP Technical Advisory Committee (TAC)

From: Richard Napier

Subject: Responses to Comments on the Draft 2007 Congestion Management Program (CMP) and Recommendation to Adopt the Final 2007 CMP for San Mateo County

(For further information or questions contact John Hoang 363-4105)

RECOMMENDATION

That the TAC accepts the responses to comments on the Draft 2007 Congestion Management Program (CMP) and recommend adoption of the final 2007 CMP.

FISCAL IMPACT

Adopting the CMP in itself will not have any fiscal impact.

SOURCE OF FUNDS

Not applicable.

BACKGROUND/DISSION

The Draft 2007 Congestion Management Program (CMP) and the notices of its availability for review were issued to all interested parties on September 6, 2007. Staff did not receive any external comments by the close of the review period on October 5, 2007, and therefore finalized the 2007 CMP based on comments from the TAC and CMEQ Committees. The following updates were incorporated in the Final 2007:

Chapter 5 – Page 5-3: inserted Table 5-2

Chapter 7 – Page 7-8: inserted Tables 1 & 2 from Appendix F; Page 7-14: inserted “Annual Cost to Implement Countywide Deficiency Plan” Table

Chapter 8 –Page 8-2 updated text; Page 8-4: inserted Table 8-1 “Proposed 2008 State Transportation Improvement Program

Appendix G – Inserted “List of Capital Improvement Projects”

Appendix K – Inserted updated 2007 CMP Consistency Checklist

The Final 2007 CMP will be submitted to MTC by November 1, 2007, for a Consistency Findings in association with the Regional Transportation Plan (RTP). Comments from MTC will be incorporated for the final C/CAG Board approval and forwarded to MTC by December 18, 2007.

ATTACHMENT

- Final 2007 Congestion Management Program (CMP) for San Mateo County

(Attached for TAC members only. Other interested parties may contact John Hoang at 650-363-4105 for copies)